



San Diego Ship Modelers' Guild

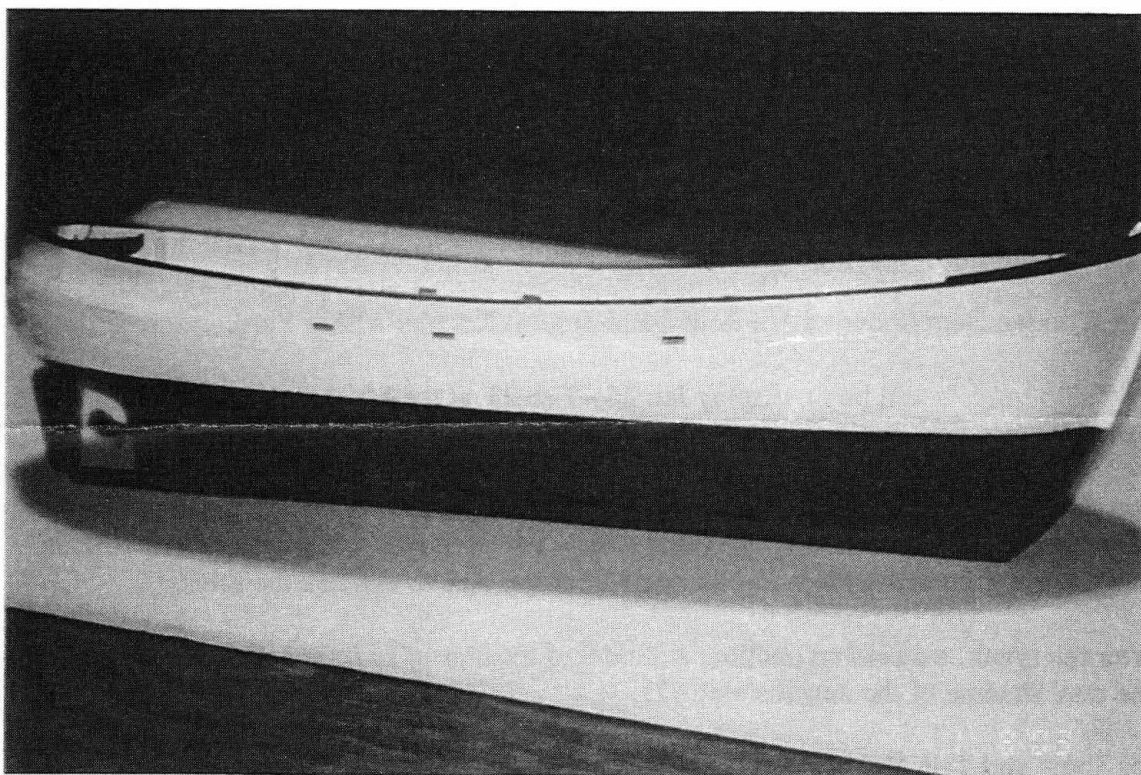
1492 N. Harbor Drive

San Diego, CA 92101

FEBRUARY 2003

NEWSLETTER

VOLUME 27, NO.2



The *Mary Ann* under construction by Guild Member Howie Franklin

MINUTES OF MEETING 8 JANUARY 2003

Don Bienvenue opened the meeting and asked for a moment of silence for Bob O'Brien, who recently passed away. The pursers report was then given. As of 31 December, there was a balance of \$<redacted>. This includes \$<redacted> for new nametags. It was noted that nametags have been ordered but the delivery date has been postponed due to a delay in finishing the design of the logo. It is estimated that the nametags will arrive next month. Annual dues of \$20.00 are due. All members have been requested to send them to the purser, Richard Strange, as soon as possible.

Visitors were then asked to introduce themselves. John Scranton is a new modeler who is interested in old sailing ships. Vic Ford is working on the *SWIFT* and would like to build *HMS VICTORY*. Ron Phillips is also interested in building the *VICTORY*. Dan MacPeat was a member about twenty years ago and is getting back into the hobby. Dave Armbruster was an old member who is rejoining the guild.

Under old business, it was mentioned that a member of the movie company who filmed the new Russell Crowe movie was asking for volunteers to sail the HMS ROSE/SURPRISE to England. The movie is expected to be released this summer.

Bob Crawford was looking for guild members to work in the model shop. Volunteering in the model shop is a great way to share your hobby with others and a super place to work on your models.

Richard Strange discussed a letter from another modeling group. They have many model kits for sale with proceeds going to the Ship Model Society.

Robert Hewitt discussed the Del Mar Fair. He asked members to enter into the model competition. All entries must be from scratch. Several prizes are available. Sign up sheets for volunteering at the fair will be available next month.

The Wooden Boat Show will be held 14/15 June at Koehler's Ship Yard.

Fifty ship models will be on display Jan 24 – Feb 23 at the Muckenthaler Museum, 1201 West Malvern Ave. Fullerton. 714 738 6595

Don Bienvenue mentioned that a couple of months ago, there was a presentation given where a request was made to sell videos. After review it was determined that members may privately purchase them but the guild does not plan to endorse the sales.

After the break, we held an auction. A model of the *Star of India* was sold for \$40.00. The total income of the auscion was \$71.

For Show and Tell, Robert Hewitt showed his model of the *Fly*. Howie Franklin showed his model of the *Mary Ann*, a Billings boat kit. He estimated spending 150 hours on it.

2003 NOMINATION FOR OFFICERS

At the February meetings we usually nominate Guild members for the officer positions, because the yearly elections are held at the March meeting. As it stands the current officers are:

Guildmaster	Don Bienvenue
First Mate	KC Edwards
Pursor	Richard Strange
Logkeeper	Bob McPhail
Editor	Jacki Jones

Except for Jacki Jones, the other "incumbents" are willing to continue in their positions. We will however need a new editor because Jacki Jones is too busy with work to take on another year as editor. Anyone interested in this or the other positions please contact Don Bienvenue.

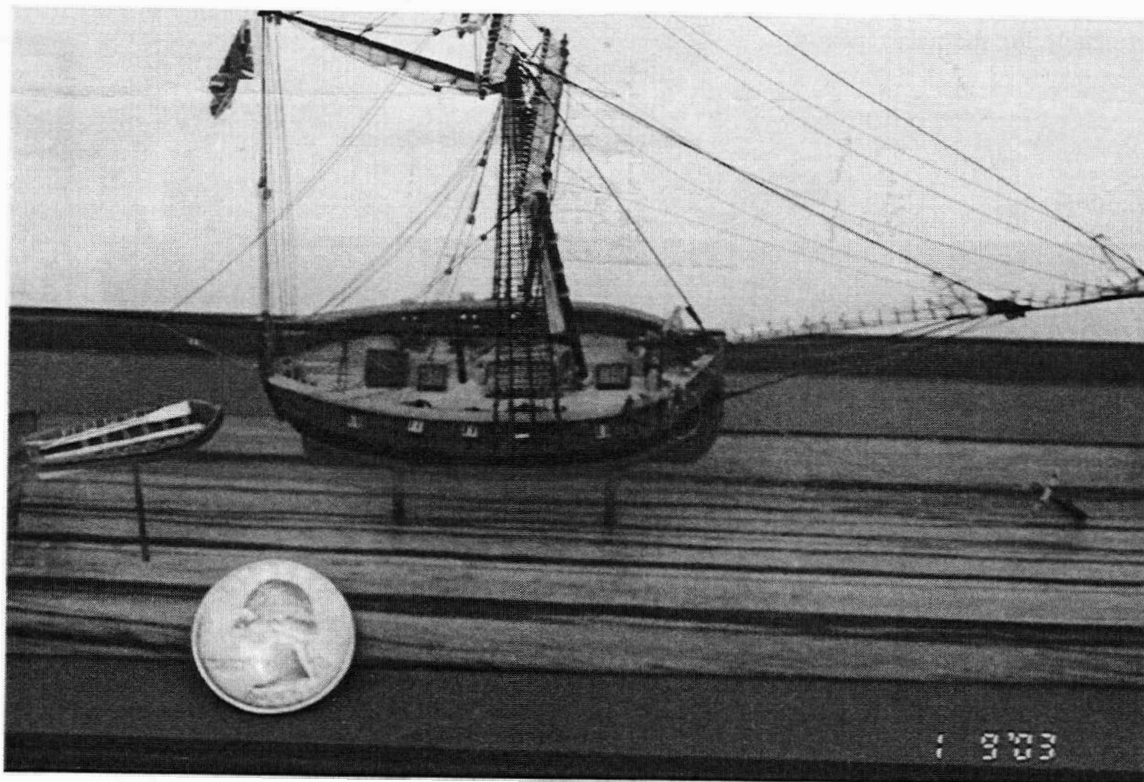
H.M.S. FLY scale 1"= 20 ft.

By Robert Hewitt

Scratch built

Thirty one cutters were brought into the Royal Navy in 1763. They were very broad in proportion to their length. The ratio being 21/2 or 3 to one. They were fast weatherly craft and well able to carry the enormous sail area of square and fore and aft canvas given them. The FLY hull measures 51 ft.-6 in. overall, (2.57" on the model) The beam is 20 ft. 10 1/2". She was listed at 78 + tons. The overall spar length is about 107 ft., (5.35" on the model). The arrangement of sails on the FLY is typical of the heavy rigged cutters of the eighteenth century. They had a deeply roached topsail and the head of the square sail was set on crossjack yard. The topsail was sheeted to a spreader yard and the fore sail passed over the fore side of it. The topgallant mast is shown fidded abaft of the masthead. By 1800 the crossjack yard and the spreader yard had become a single yard.

The finished model is rigged with the sails as bunted. The running rigging is copper wire .002", .003", & .004", painted to match new manila rope. .004 is one inch in diameter in this scale. The stays are .008", .010", & .012" and are blackened brass. The back stays are linen with 8/0 fly tyne rat lines. All of the blocks are stropped. The black pieces are ebony. The hull was made of pear, built up from 1/16" Thick pieces glued and the outer hull shaped. The block was soaked, separated and then hollowed out to give an admiralty style. The 22 ft. launch was made from plans in Nov/Dec 2002 Ships in Scale mag. The hull is planked above the waterline.



I have noticed that many modelers (including myself until now) and marine artists are not aware that there were two designs of Confederate naval flags during the Civil War. The early flag was a modified version of the Union flag with only three stripes (2 red, 1 white) and a circle of white stars in a blue corner field. Sometime in 1862-63 it was changed to the familiar stars and bars corner field on a white flag.

Pictures or models of the famous raider CSS *Alabama* are shown with either flag, depending on whether it was early or late in the war. Models or paintings of the early ironclads *Virginia* (ex-*Merrimack*), *Manassas*, or *Arkansas* should display the early flag.

Unfortunately for modelers, catalog Confederate paper or cloth flags are of

the later issue. You can make the early flag on a computer.

I apologize for the incorrect flag shown on my model of CSS *Arkansas* in the September/October 2002 issue.

Ed Parent

S. Hamilton, MA 01982

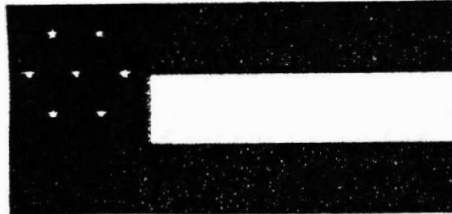
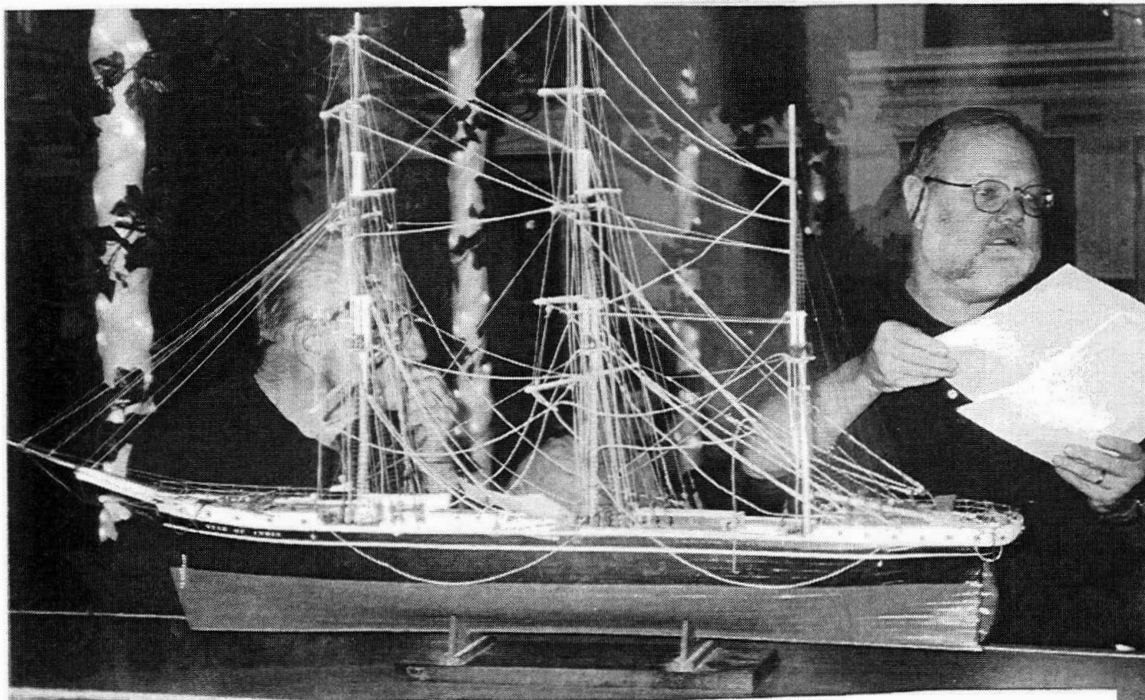


PHOTO 1. CONFEDERATE FLAG PRIOR TO 1863.



PHOTO 2. CONFEDERATE FLAG POST-1863.



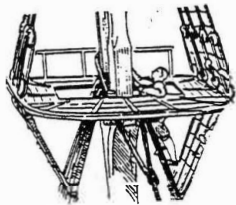
The STAR of INDIA was auctioned off for a mere \$40.00
Ernie Andrew and K. Edwards in background



HAGAR THE HORRIBLE/By Dik Browne

THRU THE LUBBERS HOLE

By Robert Hewitt
Making small blocks



First you must determine the size of the blocks that you need. The plans may not have this information so you may need to use a number of different references. These can be photos, books, or an actual ship of the same vintage. The anatomy series of books has a fair amount of detail on blocks, the best being the H.M.S. VICTORY with all of the blocks shown and dimensioned.

The blocks I will use as an example are 9.6" long x 4.8" wide. In my scale of 1"=20 ft. that is .04" x .02". Select a piece of pear that is 1/16" square x 2 or 3 inches long.

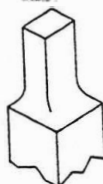


Fig 1

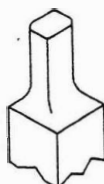


Fig. 2



Fig. 3



Fig. 4

Carve out the width and length from two sides only and about 3/8" long. Fig.1 Round off the edges by scraping or sanding. Fig.2 Notch one side on the long axis as shown. Fig.3 Wrap a one inch length of blackened copper wire around the piece forming it into the groove and then cross the ends over each other. I use 38 gauge .0035 diameter. Fig. 4.

Grab the two ends of the wire with the thumb and forefinger as close to the wood as possible. Fig.5.

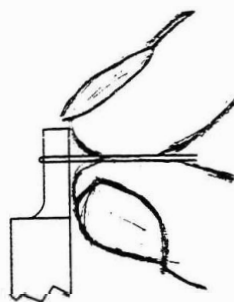


Fig. 5

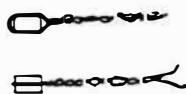


Fig. 6

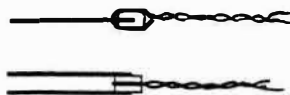


Fig. 7

Rotate the stick with your other hand about five or ten times. Cut the ends of the block off above and below the wire. Fig.6. Painted wire is then glued to the wood block. Fig.7.

Another option is to drill a hole in the block at fig. 3 and then thread wire or line thru instead of gluing as in Fig. 7

O'BRIEN ROBERT EUGENE



In loving memory of our beloved husband, father, brother, neighbor and cherished friend. Bob was born in Maywood, Calif. on June 22, 1928, and

passed away peacefully at his home on December 28, 2002.

Preceded in death by his parents Jack and Mildred. He is survived by his wife of 26 years, Treva O'Brien; five stepchildren including: Mark and wife Kimberly, Laurie, Leigh Ann and husband Rob, and six grandchildren.

Bob proudly served in the US Navy as a Radioman on the USS Whiteside from 1946-1948. He continued to be active in the Navy association. Bob graduated from Whittier College in 1953 with a BA and went on to earn his MS Degree at USC. He was the Director of School Affairs and Admissions for Whittier College, UCSD and USIU before retiring in 1990.

Bob was a skilled ship model builder. He built several including his first labor of love - a scratch built 9-foot long radio-controlled scale model of the USS Essex. After 9 years of work it was debuted at a launching party, which was covered by the local news. It will be placed in the USS Essex memorial museum. He also built models of the Royal Yacht, Britannia and the USS Whiteside. Bob had an adventurous life, which included several trips to Europe for both work and pleasure. He was a licensed pilot and asailor. He took a trip on the Concorde, tried parasailing; hot air ballooning and he even went skydiving - twice! He was a devoted and beloved member of his church and the Westminster Choir at the First Presbyterian Church. He was a past member of the Sons of St. Patrick, and Barber Shop Quartet. Bob was a master limerick writer, and a dog lover. His love, humor, and generous spirit will be greatly missed.

Memorial Service, Thursday, January 2, 2003, at 1 p.m. First Presbyterian Church of San Diego, Military Burial at sea on a Navy Ship.

ONE WAY TO BUILD SHIP'S BOATS:

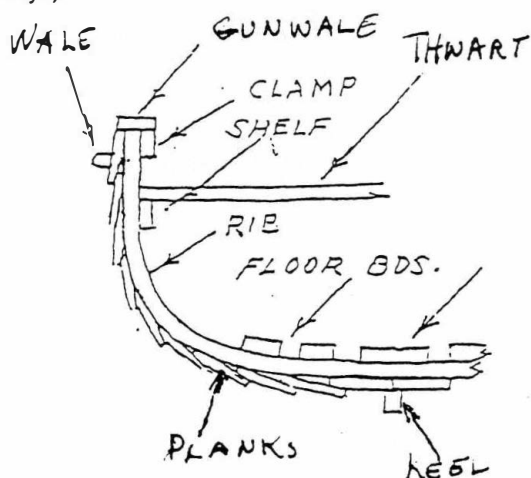
Step 1. Carve a solid mold from White Pine, slightly smaller than the finished hull. Bring the bow to a sharp point.

Step 2. Plank mold with two or three-ply Bristol Board, Apple or Pear wood strips or a similar hardwood (.010" - .015"). Dark wood is preferable to Bristol Board because it is stronger and can be left natural. If Bristol Board is used, paint planks black on inside with Magic Marker. Use crazy glue liberally to fix plank securely to the mold, fairing planks at ends and gluing together. If boat is to be square sterned, plank stern similarly. Allow strakes to overlap the stern of the mold and the stern planks to butt inside the side strakes, whether the hull is carvel or clinker built.

Step 3. Remove the mold by carving it out using round cutters in a Dremel tool. This can be done much more quickly and easily than one would expect. Because of the dark wood or the black paper blanks, the inside of the strakes can be easily seen as the White Pine is cut away. The assembly of the planks also remains quite strong and rigid because both planks and mold are impregnated with the crazy glue.

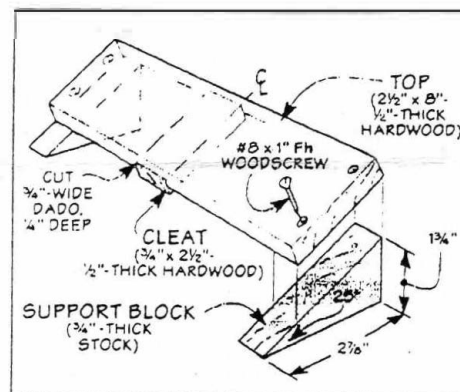
Step 4. The interior ribs, clamp, shelf wale, gunwale, keel and stem can now be glued on.

(Thanks to Jim Creighton from the Connecticut Marine Model Society as published in The Lynx, the monthly newsletter of the Washington Ship Model Society.)



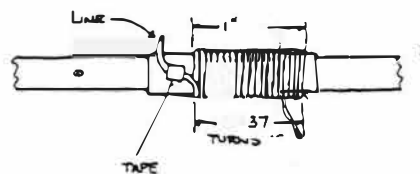
SHARPENING GUIDE: This simple guide can be used to hold a chisel at the proper angle for sharpening its edge. The chisel is held by a "C" clamp to the underside of the angled top plate and against the cleat that is secured at a right angle to the top plate's width. To set up, place the chisel against the cleat and slide it down until the bevel is resting on a flat surface.

You can use sandpaper taped to the bench top to sharpen the chisel, starting with about 200 grit and working up to a 400 or 600 grit. For touch up you can start with 400 grit and then go to 600 grit. If you use stones to sharpen your chisels, this fixture can be modified by adding the thickness of the stones to the bottom of the 25-degree wedges.



DETERMINING THE DIAMETER OF RIGGING LINE:

Bob Filipowski showed how to easily determine a rigging line's diameter. Take a length of wood dowel and mark off a one-inch length on the dowel. Start to wrap the rigging line around the dowel at the starting point of the marked off inch. Continue wrapping until the end of the marked inch is reached. Count the number of wraps along the one-inch length and divide this number into one-inch. As an example, assume there were 37 wraps in the one-inch length. One-inch divided by 37 equals .027". See the sketch below.



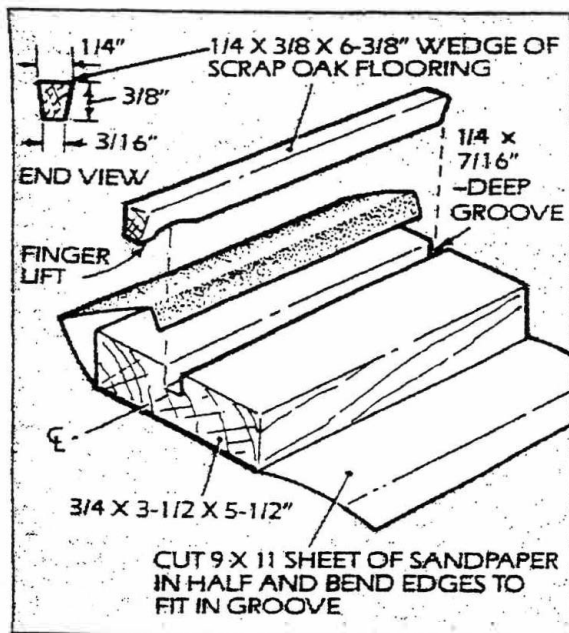
TIPS FROM PAST NEWS LETTERS

JANUARY 2001: Gold Leafing (Don Dressel) Scribing deck planking. (Ed Petrucci).
FEBRUARY 2001: Magic sculp for filling (Douglas DeRienza).
MARCH 2001: Making tiny Cannons (Ed Parent).
APRIL 2001: Computer generated flags (Bill Russell), Painting information.
MAY 2001: Cad Frame Lofting (Bill Russel), Sail making (Edward Hitchcock).
JUNE 2001: How Flags Fly (Frank Wilhite).
JULY 2001: Making a Gaff (Doc Williams), Cleaning models.
AUGUST 2001: Brush painting vs. air brushing (Charlie Parker).
NOVEMBER 2001: Errors in Ship Models (Alan Frazer).
DECEMBER 2001: Case Making (Chris Marshal).

JANUARY 2002: Scribe platform for scribing waterlines, Selecting a Scroll Saw.
FEBRUARY 2002: Block data (SBMS), Magic Tape for Planking.
MARCH 2002: List of Suppliers.
APRIL 2002: Soldering (Wards Workshop), Scale Effect on Colors (Don Stauffer).
MAY 2002: Painting tips (George Henion), Flag making (Franklin Brown), Sharpening round saw blades (Lloyd Warner).
JUNE 2002: Paint brush care (The Fife Rail), Bob Little's Ladder making tip.
JULY 2002: Dory jig, (Leo Webb), Artists gesso for filling (Fred Swart), Simulating reeving with wire (Brad Bigelow).
AUGUST 2002: Carving a Wooden Sea (Robert Hewitt), Filling, patching etc. (Dennis English).
SEPTEMBER 2002: Painting tips (Ray Cream), rope coils, Making small angles. Making flags (Gus Auston).
OCTOBER 2002: Sail making.
NOVEMBER 2002: Summary of Wood Applications (The Log), Casting Model Parts (Frank Dengler).
DECEMBER 2002: Vacuum Forming Model Parts (Gary Kingzett).

NOTE: Copies of these tips are available to anyone, club member or not. Contact the newsletter editor.

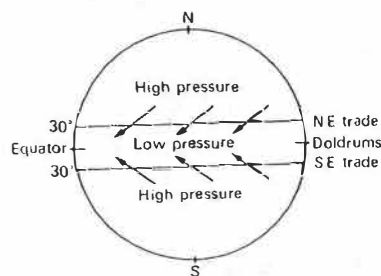
Cape Ann Ship Model Guild
C/o Mr. Brad Bigelo
103 Phillips Ave.
Rockport MA. 01966



Sanding Block



"What decline in craftsmanship?"



TRADE WINDS, steady regular winds which blow in a belt between approximately 30° N. and 30° S. of the equator. They are caused by the action of the sun on and near the equator in heating the atmosphere and causing it to rise, the heavier air to north and south coming in to fill the vacuum thus caused. If the earth did not revolve, these winds would come directly from the south in the southern hemisphere and the north in the northern, but as the speed of revolution is greater at the equator than in higher latitudes these winds coming in are diverted towards the west. As a result, the trade winds in the southern hemisphere blow from the south-east, and in the northern from the north-east. They are known as trade winds from the great regularity with which they blow, thus assisting the ships which used to carry the trade around the world in the days before steam propulsion. See also PASSAT.

Mariners & Mandarins

Yankee Merchants and the Far East Trade

East meets West and art meets commerce as the Museum of Contemporary Art San Diego joins with the Maritime Museum of San Diego to present *Mariners & Mandarins* featuring the Art of 18th and 19th century China and artifacts of the maritime commerce that initiated the blending of Pacific Rim cultures. A first of its kind partnership for the two institutions, This unique collaboration contributes to the renaissance of downtown's cultural community.

Mariners & Mandarins will use exhibit space in both MCASD's downtown galleries and the Maritime Museum's *Star of India* just a few blocks away. The exhibit theme at MCASD will be *Celestial Cargo, Treasures From The China Trade* and will feature cultural and artistic aspects of the China Trade including paintings, porcelain, furniture, silver, textiles and ivory and jade carvings. On the *Star of India* the theme will be *The Race for Riches* and the focus will be on the historical, maritime and sociological aspects of trade with the Far East. Artifacts will include early charts, documents, navigation instruments, ship portraits, harbor views and models of Chinese and western ships.

Art and artifacts in the exhibit are drawn from the private collections of the Los Angeles based Kelton Foundation, representing by far the largest holdings of China Trade material in the Western United States. This will be the first time that objects from this important collection will be on display in San Diego-offering a rare opportunity to view one of the most comprehensive exhibitions of Chinese export art ever assembled.

Over 200 carefully selected pieces representing the highlights of the collection have been chosen for this exhibition. Created by Chinese artisans exclusively for export to the West, this material created an entirely new art form that is not Eastern or Western but a blend of cultures utilizing stylistic influences of both.

Admission to both museums is free for members during this special exhibition.

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First Mate	K.C. Edwards	85
Purser	Richard Strange	76
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LogKeeper	Bob McPhail	61

**Next Meeting Wednesday February 12 Check at Ticket Desk for Location
6:30 pm social, 7 pm meeting**